

CRISCO
FOR
FRYING, SHORTENING
AND
CAKE MAKING.
IT IS
PURELY VEGETABLE.
90 cents
per tin
AT
LANE CRAWFORD'S.

The China Mail.

ESTABLISHED 1845

August 18, 1919, Temperature 79.

Rainfall 0.00 inch.

Humidity 91.

August 18, 1919, Temperature 76.

No. 17,540.

號三十月八九百九千英

HONGKONG,

WEDNESDAY, AUGUST 18, 1919.

日八月七未己亥年國民軍中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.

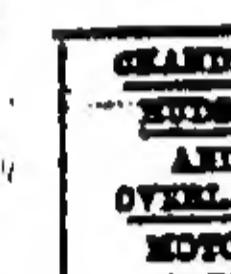
ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CARGO CO.

SOLE DISTRIBUTORS FOR THE FAR EAST



TELEPHONE 488.
INSPECTION INVITED.

BEST CARS IN THE COLONY FOR HIRE.

**DEWAR'S
WHITE LABEL
FINEST SCOTCH WHISKY
OF
GREAT AGE.**

SOLE AGENTS—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

TEL. 616.

"A name to remember"

CHAPPELL

Sole agents:

THE ROBINSON PIANO CO., LTD.

THE HONGKONG ROPE MANUFACTURING CO., LTD.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND
3" to 15"
CIRCUMFERENCE.

CABLE LAID
5' to 15'
CIRCUMFERENCE

4 STRAND
3" to 10"
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to:
Shewan, Tomes & Co. General Managers

TAILORS
Doss Bros.
TAILORS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 3243.

DONNELLY & WHYTE.
WINE MERCHANTS.

TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAVAS REVIEW.

LONDON, August 11.

The Bill for the commemoration of the men fallen during the war provides that every commune will receive from the French state a golden book containing the names of the fallen. Every year on November 11 the municipal authorities will conduct an official ceremony.

Answering the call of the new Minister of Food, every citizen should assist in fighting against the high cost of living. Consumers' Leagues are formed. Lloyd's Paris and have visited and inspected the various Sunday markets, obtaining a general reduction of 50 per cent in retail prices. The French police authorities have thwarted an attempt by the Laborers Union in the department of the Seine to hold a meeting for passing resolutions in favour of a general amnesty, and to protest against intervention in Russia and Hungary.

HUNGARY.

COPENHAGEN, Aug. 10.
Budapest reports that the blockade of Hungary was raised yesterday. An American foodship arrived to-day. The cargo, included a large quantity of condensed milk for the Budapest children.

The new administration has issued a decree annulling the Soviet government's decree making land public property.

FAR EASTERN CABLE NEWS.

INTERNAL PEACE.

SHANGHAI, August 11.
Liang Sszi has left for Peitaku to endeavour to persuade Chu Kai-kung to be chief delegate once again, to arrange peace with the South.

It is stated that an important meeting will shortly be held in Peitaku, for a large number of the Kao-chung political party are going there. President Chu Saicheng has sent Chu Yishun as his representative.

Chu Kai-kung, who still refuses to be chief peace delegate, has telegraphed to the different Provinces the various difficulties which do not seem to him to admit of solution.

JAPAN AND THE SHANTUNG PROVINCE.

According to a report emanating from a foreign source, Japan has refused to concede the right of any of the Allies to intervene in the Tsingtao question.

NEW CIVIL GOVERNOR OF SHANTUNG.

Wat Yeung-kwang has telegraphed to Peking that he took over the Civil Governorship of the Shantung Province on August 10.

SPECIAL COMMISSIONER FOR TIBET.

On account of the importance of the Tibet question, Chan Yee-fan has been appointed Special Commissioner.

THE NEW PARLIAMENT.

A certain political party has sent some emissaries, with a large sum of money, to bribe certain influential persons to overthrow the new Parliament.—*Hongkong Chinese Commercial News.*

CHINESE TELEGRAMS.

Translated for the *China Mail* from *Wah Tsai Yat Po*.

SHANGHAI, Aug. 12.
Till North and South make peace, Kung Sam Chun will act as Premier and no new cabinet be formed.

President Chu Saicheng has telegraphed the *tchukin* that as China owes \$300,000,000, there must be military economies.

Szechwan and Yunnan are now at war, and Peking is demanding explanations.

Yuen Kam Ho, will be civil governor of Hilungkhang.

Wat Yung Kwong assumed the civil governorship of Shantung on Aug. 10.

The Army heads want to spend a lot of money on improving the arsenals.

Leung Shi Yeo telegraphs that Hunan will send 100,000 sacks of rice to Canton for charitable sale.

EARLIER TELEGRAMS.

(Reuter's Service to the *China Mail*.)

LABOUR SITUATION EASIER.

BUT TRIPLE ALLIANCE STILL BUSY.

LONDON, August 11th.
The week opens with the Labour situation easier. The collapse or settlement of strikes had greatly strengthened the hands of the Constitutional Labourites, and the firmness of the authorities in the case of the Police extremists had an excellent effect.

Thus, the strikes of the municipal employees at Kensington and Paddington, which endangered health owing to a fortnight's accumulation of refuse, collapsed after the men disregarding the advice of the leaders and resuming unconstitutionally on the appearance of posters inviting applications for permanent pensioned employment.

The position in Liverpool is normal. The Watch Committee, on Saturday, sent a Trade Unionist deputation that they adhered to their refusal to reinstate the police strikers.

The presence of troops and the re-appearance of uniformed constables has cowed the hooligans who, far from claiming their excesses, are seeking to escape punishment by depositing their loot in side streets under cover of darkness. Detectives raided many houses and recovered stolen property.

The only remaining hope of the extremists is direct action, a ballot of the Triple Alliance, which is now proceeding. This will not be completed before the end of the month, but there are indications that this policy is losing ground.

Mr. J. H. Thomas, M.P., speaking at Yarmouth, warned the workers that the constant threat of laying down their tools was disastrous. It was losing its power and doing incalculable harm.

He had been condemned for his refusal to call out the railwaymen in support of every dispute, but such action would merely have led to chaos and anarchy. The only safe road to progress was Constitutional Government.

Mr. V. Carter, M.P., member of the Miners Federation, speaking at Nottingham, opposed the direct action policy of the Triple Alliance as injurious to the coalmines, a bad policy.

A special conference of the Lancashire and Cheshire Miners' Federation held at Bolton, resolved to advise the miners against direct action.

Mr. J. Walsh, M.P., told the Conference that "direct action" was the policy of disappointed politicians unable to enter Parliament and desirous of gaining power in another way.

He announced that Scotland Yard had seized certain documents indicating a plot to establish a Soviet Government in London. Arrests are expected.

HUNGARY.

BUDAPEST, August 8th.
The Premier, M. Friedrich, interviewed, denied that the change of Government meant the return of Monarchism. He said: "Dr. Szemely's hangmen and scoundrels, also a horrible company of Lenin boys, have been arrested, but they have not been harmed, and will be tried by the regular Courts."

AEROBUS FROM PARIS TO DAKAR.

PARIS, August 8th.
The *seribus* *Calypso* started to-day for Casablanca, en route to Dakar, across the Sahara, with eight passengers.

SILVER.

LONDON, August 8th.
Silver is quoted at 55d. buyers and 57-10d. sellers. The market is firm.

JAPANESE NEWSPAPER MEN STRIKE.

PUBLIC MISSED THEIR DAILY PAPERS.

It is reported that His Majesty the Emperor, learning of the suspension of publication of the principal metropolitan newspaper, made an enquiry of the Minister of the Household, who submitted to His Majesty particulars, concerning the trouble between the newspaper owners and their employees. The newspapers which closed down are the *Jiji*, *Anli*, *Nichinichi*, *Hochi*, *Kokumin*, *Yorozi*, *Yomiuri*, *Miyako*, *Maijin*, *Mainichi*, *Chugoku Shogaku*, *Chuo*, *Yamato*, and *Nippon*. The *Tassei*, *Teikoku*, and *Yomi* somewhat insignificant papers, were not affected. The newspaper owners are willing to concede some of the employees' demands, the men now ask for an increase of 70 per cent, instead of a minimum wage of yen 70 per mensem—and it appears that a basis of settlement will soon be reached, each newspaper office undertaking to increase wages to the extent it considers fit. The Association of Tokyo Printing Offices has announced an increase of thirty per cent. in the charges for job printing, owing to the increased cost of materials and the higher wages which have to be paid. It is expected that the newspapers will resume publication.

The strike had one good result as the officials of various Departments who had previously affected to ridicule the value of newspapers, have now realized that daily journals are indispensable. The suspension of regular issues by daily papers has had a very serious bearing upon society, and people now realize what influence paper wield.

DR. SUN YAT-SEN RESIGNS FROM ADMINISTRATIVE COUNCIL

CONDAMNS MILITARISTS CONTROLLING GOVERNMENT.

POINTED OUT EVIL RESULTS RIGHT AT BEGINNING.

Dr. Sun Yat-sen, one of the seven Administrative Directors of the Military Government, has tendered his resignation to the National Assembly.

In his message to the Senate and the House of Representatives, Dr. Sun recalled that more than a year ago, when the National Assembly was illegally dissolved by the Peking Government, he and the Chinese Navy arrived at Canton in order to inaugurate the constitutional movement, the Members of Parliament following one after another; and an extraordinary session of the National Assembly was held.

The National Assembly, then organized the Military Government, electing Dr. Sun as the Generalissimo of both the army and the navy, putting the responsibility of restoring the Republic on him. In the few months Dr. Sun was in office, his activities were desperately checked by the militarists; and the extraordinary session was compelled to accommodate the military element, reorganizing the Military Government. Before the reorganization, however, Dr. Sun had plainly pointed out that a government with more than one head would be ineffective and produce inefficiency and, at the same time, confer responsibility on no one. When his views were not accepted, Dr. Sun resigned; but upon reorganization, he was also elected, one of the seven administrative Directors. Dr. Sun at first declined the office; and when urged, he accepted with reluctance so as to enable the complete organization of the Administrative Council without further delay.

Soon after the reorganization of the Military Government at Canton, the bogus parliament at Peking elected Hsu Shih-chung as president.

Dr. Sun's Delegate to the Council moved a declaration of war against Hsu—but his motion was only outwardly accepted by the militarists dominating the Council to be pocketed later on. When the National Assembly voted to change the name of the Government from Military to Constitutional, the militarists controlling the Council refused to execute the instruction.

At the beginning of the Internal Peace Conference at Shanghai, Dr. Sun and Dr. Wu Ting-fang insisted that there should be a constitutional and lasting peace. The militarists in the Council, either in the name of themselves as individual Administrative Directors or in other unlawful capacities, ignored the constitutionalists' aims and purpose and attempted to favour terms only profitable to them, going so far as to negotiate for a separate peace and to sacrifice the National Assembly for the interests of the military party.

Seeing the utter disregard of the militarists for public welfare, Dr. Sun has definitely decided to disassociate himself with the present order of things in the Administrative Council.

The present failure of the Administrative Council to act in accordance with the public will and demand in favour of Dr. Wu Ting-fang as the Civil Governor of Kwangtung and the arrest of students and leading citizens by the Kwangtung Government in connection with the recent political strike have taxed the last patience of Dr. Sun, and he, therefore, telegraphed to both Houses his resignation, declaring that he will condemn the misuse of the name of constitutionalism; sincerely hoping that the National Assembly will employ its supreme power to solve the present situation according to the Constitution.

TYphoon WARNING.

The telegram quoted below was received at the U.S. Consulate from the Manila Observatory at 12.40 p.m. August 12.

Typhoon is about 125° Long. E and 21° Lat. N moving N.

11.00 p.m. August 12.

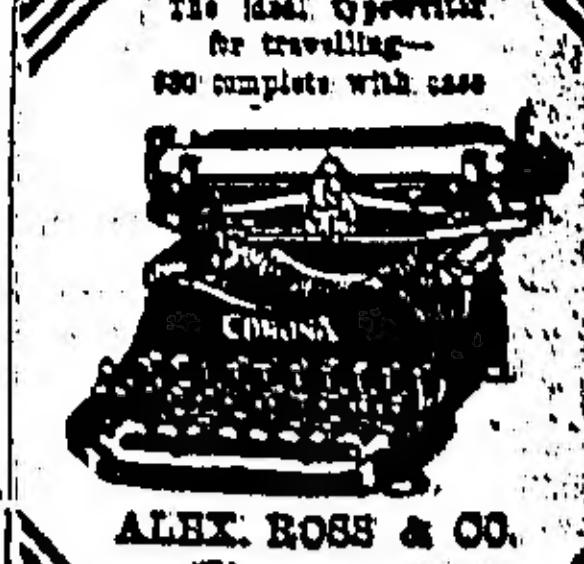
Typhoon in about 112° Long. E and 17° Lat. N moving NNW.

Typhoon is about 147° Long. E and 40° Lat. N direction unknown.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will last for years, and the housewife will find it very useful.

For sale by All Chemists and Storeskeepers.



ALEX. ROSS & CO.
Phone 2437.

BUSINESS NOTICES

J. T. SHAW.
TAILOR, HABITMAKER
AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

WE HAVE THE LATEST ENGLISH & AMERICAN PERIODICALS
ALSO
NEW NOVELS
AND
BUSINESS

WEDNESDAY, AUGUST 13, 1919.

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR

Public Auctions

THE Undersigned has received instructions to sell by Public Auction,

on

FRIDAY, August 15, 1919,
commencing at 3 p.m.
at A KING'S SHIPWAY, Wan Chai.
The 28' Motor Boat "Boronia"
(Fitted with 4 cylinder engine. New
Sim's Magneto and Paragon Reverse
Gear. Awings and side screens.
Speed 9½ miles per hour.)

Also

The Gael Class Yacht "Tinette"
(Winner of 3 cups during the 1917
season, in good condition).

On view now.

Terms:—Cash on delivery.
GEO. F. LAMMERT,
Auctioneer.

Hongkong, August 8, 1919.

INTIMATIONS

HONGKONG & SHANGHAI
BANKING CORPORATION.THE DIVIDEND DECLARED for
the Half Year ending 30th June
1919, at the rate of two pounds five
shillings sterling per share is payable
on and after MONDAY the 11th day
of August, Current, at the Offices of the
Corporation, where shareholders are
requested to apply for Warrants.By Order of the Court of Directors,
N. J. STABE,
Chief Manager.

Hongkong, August 8, 1919.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
HONGKONG STATION.

TELEGRAMS TO GERMANY.

TELEGRAMS can now be accepted
for GERMANY at the rate of
\$1.10 per WORD.T. KRING,
Superintendent.

Hongkong, August 12, 1919



NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony for places other than
Canton, West River or Macao should
apply in person for permission to do so
at the PASS OFFICE, Post Office
Building, between the hours of 9 A.M.
to 1 P.M. and 2 P.M. to 4 P.M. daily.Applicants will be required to produce
Passports or Identical papers. All
persons with certain exceptions, who
travel in the Colony for more than
14 days are required to Register them
under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.The Penalty for non compliance is a
fine not exceeding \$50.E. D. C. WOLFE,
Captain Superintendent of Police.

THE BEST

TIFFIN

IN TOWN

TO-DAY.

is at

WISEMAN'S

\$1.00

Ticket for 30 Meals

\$25.00

All the Meat, Poultry.

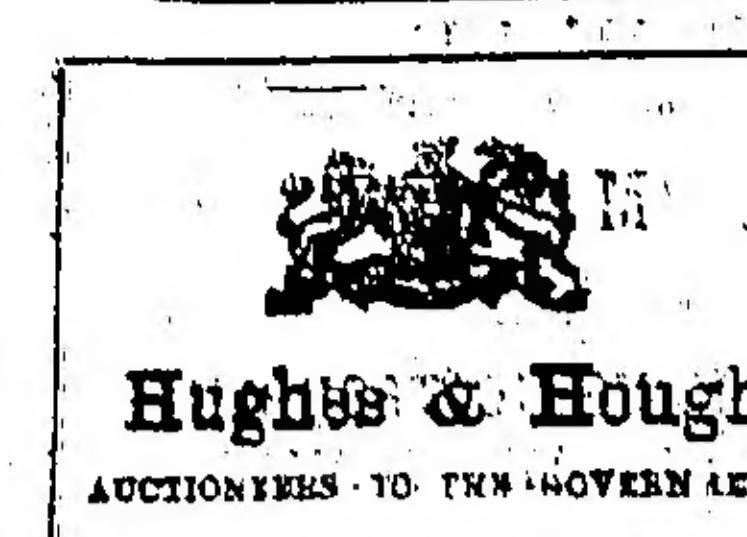
Milk and Butter are

supplied by the

DAIRY FARM."

Manager.—D. M. GOODALL.

THE NEW FRENCH REMEDY,
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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codex used
Bentley's
A. R. C. 4th Editions
A Telegraphic Code.

Telegraphic Address
"MURKIN" HONGKONG,
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.
(For Account of the Concerned)

THURSDAY,
August 14, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

A number of lots of Linen Goods
(just arrived from Chefoo),

And
A quantity of Linoleum Rugs
(of various sizes and colours)
(will be sold in lots to suit purchasers),

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 8, 1919.

G. R.
THE Undersigned have received instructions from the MARSHAL OF THE
PRIZE COURT, to sell by Public Auction.

MONDAY,
the 18th August, 1919, at 10.30 a.m., at
the Breakwater, Yau-mati,
The Steam Launch.

"NORD."
Built of teakwood by the Hongkong &
Whampoa Dock Company Limited.

Length o.s. 50 ft. 0 in.
Length b.p.p. 55 ft. 0 in.
Breadth extreme ... 11 ft. 0 in.
Depth moulded... 6 ft. 4 in.
Draught mean... 4 ft. 4 in.

ENGINE—non-condensing.

Diameter of cylinders 7 in. & 16 in.

Stroke, 9 in.
BOILER—cylindrical tubular.

Diameter 4 ft. 8 in., Length 7 ft. 0 in.
with one plain furnace 22 in.
diameter.

W. P. 125 lbs. per square inch.

Including Anchors, Chains, Navigating
Lights, Auxiliary Feed Pumps, &c.

A Launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 18th August.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, August 8, 1919.

G. R.
THE Undersigned have received in-
structions from the MARSHAL OF THE
PRIZE COURT, to sell by Public Auction.

MONDAY,
the 18th August, 1919, at 10.30 a.m., at
the Breakwater, Yau-mati,
The Steam Launch.

"LLOYD."
Built of teakwood by the Hongkong &
Whampoa Dock Company Limited in 1919.

Length o.s. 55 ft. 0 in.
Length b.p.p. 62 ft. 0 in.
Breadth extreme ... 11 ft. 0 in.
Depth moulded... 6 ft. 9 in.
Draught mean... 5 ft. 3 in.

ENGINE—compound surface, condens-
ing.

Diameter of cylinders 7 in. & 15 in.

Stroke, 10 in.

BOILER—cylindrical tubular.

Diameter 5 ft. 6 in., Length 7 ft. 0 in.
with one plain furnace 30 in. diameter.
W. P. 150 lbs. per square inch.

Including Anchors, Chains, Navigating
Lights, Auxiliary Feed Pumps, &c.

A Launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 18th August.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, August 8, 1919.

MARTIN'S
APIOL & STEEL
THERAPEUTIC PILLS

A French Remedy for All Irritations.
There is no other Remedy like it in the
world. It has been used for over 100 years
and has been recommended by the French
Government and by many physicians
throughout the world, or prescribed by
MARTIN, Chemist, Newgate-street, London.

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APIOL & STEEL
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and has been recommended by the French
Government and by many physicians
throughout the world, or prescribed by
MARTIN, Chemist, Newgate-street, London.

G. R.
PUBLIC AUCTIONS.

The Undersigned have received
Instructions from the Marshal of the
Prize Court to sell by Public Auction.

M. O' N D A Y.
the 18th August, 1919, at 10.30 a.m.,
at the Breakwater, Yau-mati,
The Steam Launch.

"BREMA,"
Built of teakwood by the Hong-
kong & Whampoa Dock Company,
Limited, in 1900.

Length o.s. 60ft. 0in.
Length b.p.p. 62ft. 0in.
Breadth, extreme ... 11ft. 0in.
Depth moulded... 6ft. 0in.
Draught mean... 5ft. 8in.

ENGINE—compound surface con-
densing.

Diameter of cylinders 8in. & 16in.

Stroke, 12in.
BOILER—cylindrical tubular.

Diameter 5ft. 9in., Length 7ft. 0in.
with one plain furnace 30in. diameter.

W.P. 125lbs. per square inch.

Including Anchors, Chains, Navi-
gating Lights, Auxiliary Feed Pumps, &c.

A Launch will leave Blake Pier at 10
a.m. day of sale to convey intending pur-
chasers.

On view from the 18th August.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 8, 1919.

THE Undersigned have received in-
structions to sell by Public Auction.
(For Account of the Concerned).

TUESDAY,
August 19, 1919, at 10.30 a.m.,
at No. 3 Saifee Terrace, Ground Floor,
Kowloon;

THE SUNSET
HOUSEHOLD FURNITURE,
therein contained.

(PRACTICALLY NEW),
including Piano and Organ,
Electric Fitting and Fan.

Also

A number of Pigeons.

(Full Particulars from Catalogue).

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 8, 1919.

SAVARESSES
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM.
Of all Chemists. Made in London.

ASAHI BEER

PILSENER BEER
SPECIAL FOR EXPORT
ASAHI BREWERY CO., LTD.

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PILSENER BEER
SPECIAL FOR EXPORT
ASAHI BREWERY CO., LTD.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional 5 words 4 Cents.

TO LET.

TO LET.—Part of Ground Floor,
10 Des Voeux Road Central.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

HOUSE TO LET.

TO LET.—No. 1, ROSE TERRACE,
Kowloon.
Apply to—LAI HIN MAN,
Manager.
Tong Wa Building Agency,
No. 431, Queen's Road East,
Hongkong.

TO LET.

TO LET.—No. 102 The Peak,
ROOMED HOUSE at the Peak.
Apply to PERCY SMITH, SEW &
FLEMING.

Furnished for 12 months No. 87 The
Peak (No. 1 Stewart Terrace) containing
3 Bedrooms and bath-rooms, hot
and cold water. Dining room, Drawing room,
Sitting room, Kitchen, Servants' quarters, also
large garden. Possession 15th July.

Apply to
HUMPHREY'S ESTATE & FINANCE
CO., LTD.
Alexandra Buildings,
Hongkong. July 3, 1919.

JAPAN AND MEXICO.

Japan has succeeded in interesting
the Mexican Government in the
establishment of a shipping service
between the two countries. An
agreement has been concluded and
will come into force within eight
months of its signature. Japanese
shipyards have undertaken, says a
correspondent in the Times Trade
Supplement, to commission eight
steamers for the service, four for
overseas and four for the Mexican
coast trade. All the ships will fly the
Mexican flag. The Japanese have also
arranged to educate Mexican pilots,
engineers, and sea apprentices, and
eventually to employ them in this
service. All postal business between
the two countries is to be done
gratuitously. On the other hand, the
Mexican Government has undertaken
to allocate subsidies for a period of five years, based upon the
tonnage.

Japan appears not to have lost
sight of the opportunity to consider
the interests of her emigrants. It is
provided in the agreement that Mexicans
shall be allowed to enter Japan without
restriction, and even enjoy a
75 per cent. reduction in the cost of
the passage, and that the Japanese in
their turn shall meet with no difficulties
in Mexico. It is clearly a well-con-
sidered political move in favour of
Japanese trade, in the hope that by a
strong commercial bond between the
two countries the stability of the
Mexican Government will be increased
and not endangered by any future
change in it. The fact that notwithstanding
her present very unfavourable
economic position Mexico is willing to
offer subsidies shows what importance
she attaches to the alliance. Altogether
the Mexican-Japanese Treaty is
one of high international import.

NOTICES.

FOR
CARS on
HIRE

Experienced Chauffeurs
and
Expert Mechanics.

A Large Number of
New and Comfortable Cars
Always in Readiness.

Phone
877 & 2589

Arrangements
for Special
Occasions

GREEN ISLAND CEMENT CO., LTD.
PORTLAND CEMENT.

In Casks of 375-lbs. net.

In Bags of 50 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALTY.
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

KEATING'S
WORM
TABLETS.

MEE CHEUNG
PHOTOGRAPHER

Photo. of
Peace Celebration
Day & Night
Decoration.

Branch Opposite City Hall.

ATLANTIC
FLIGHT

WON ON

"SHELL"

AVIATION SPIRIT.

CAPTAIN J. ALCOCK AND LIEUT BROWN
won the Atlantic Flight on "SHELL" Aviation
Spirit, with their Vickers-Vimy-Rolls-Royce. The
most sensational success ever achieved by any
motor fuel.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

JOHN HADDON
AND CO.
Export and Import
Agents

For ONE HUNDRED YEARS in
the CITY OF LONDON we have
acted as Buying and Selling
Agents for Traders, Storekeepers,
Growers of Colonial Produce.
Are you requiring the services
of London Agents to promote
your interests? We shall be
pleased to enter into correspond-
ence with a view to arranging
terms to mutual advantage.

BANK CREDITS ARRANGED.
CASH ADVANCED AGAINST SHIPMENTS.

JOHN HADDON
AND CO.
Colonial Merchants
and Produce Agents.
SALISBURY SQUARE, LONDON, E.C.

SPARKLING MINERAL WATER.

Pyeris

(REGISTERED).

AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLEND'S PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Telephone No. 438.

Wm. Powell Ltd.
TELEPHONE 346

SPECIAL WINDOW DISPLAY.

ELEGANT LACE and NET

GOWNS
FROM PARIS.

PLAIN and FLORAL NETS

AND

GRAFTON COTTON VOILES

BY THE YARD.

LADIES FOOTWEAR

HIGH-CLASS AND UNIQUE MODELS.

FOR ALL OCCASIONS.

STYLE, COMFORT AND VALUE GUARANTEED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, AUG. 13, 1919.

BANKING CONSORTIUM.

There is in the *Far Eastern Review* for August an interesting statement about the new consortium of those interested in financing China. It is announced as "an official interpretation from the highest foreign authority in China associated with its organization, aims, and objects." The editor has done well. There are undoubtedly being repeated amongst the Chinese things which put the consortium in a worse light than this does. The attitude of the world's financiers in the past has not always been such as to convince China, or China's friends, that they had China's interests at heart. To say now that the consortium is "primarily designed to help China" is journalistic exuberance of verbosity rather than a serious statement of fact. No one would ask a Chinese patriot to believe that. The consortium is primarily designed to make it safe and profitable to lend China money. This will immediately help China. It is exploitation, but it is benevolent exploitation, for no one can deny that China will be all to the good, and never a penny the worse, for having the sort of safeguards over her finances that we are accustomed to impose upon our own sub-communities. Chinese who have been "squeezing" their own country's revenue and politically—more commercially than otherwise. A friend of mine, a shrewd managing director of a large Japanese concern, having large interests in China as well as elsewhere, in a conversation with me a few days ago, said that the British interests in China are now dwindling, beyond hope of recovery to the former business prestige; that the British in China are practically living on the incomes from the estates which were bequeathed them by their adventurous fathers; that the position which the British had occupied in the past century as exploiters of resources of China has already passed to the Japanese; and as proof of that assertion he told me that the Japanese interests are fast replacing the British and other Westerners in Shanghai and elsewhere as owners of best business quarters in foreign concessions; that he himself owns a large estate in Hongkong, etc.

If this pronouncement is true, there is no idea of substituting foreign control for Chinese control, but only of instituting a system of honest accounting that, if half we hear be true, is badly needed, as well for the sake of the Chinese taxpayer as of the foreign creditor. Nor is the consortium to be a monopoly, as the earlier Group tried to be. We take this assurance to mean that any Bank or financial firm with real money may join it. If that isn't so, the proclamation is a disingenuous fake. It has all the marks of sincerity, however, and an excellent point it makes is that of no longer ear-marking contracts or spheres of interest. In other words, the consortium proposes to be as open and above-board as it requires China to be in their mutual bargaining. The consortium is to do away with those foreign jealousies and intrigues which Li Hung Chang regarded as a source of strength to him—divide et impera; but which are now held to be as bad for China as for the

interested in China as to their power. But at any rate my friend, the managing director, certainly is one of many Japanese business men who are as confident as himself. After I listened to him, I gathered an impression that, after all, it is the business expansion of Japan in China, which is resented by the British and the Americans; for Japan's political expansion in China sinks in magnitude into insignificance compared with her business expansion. The Twenty-one Demands and the Shantung claims or any other claims of political nature made by Japan are nothing but toys for children, compared with the limitless claims which the Japanese men have or trade with China of which she has a large share and will have a larger share.

HOUSEHOLDERS' RESPONSIBILITY.

It would be deplorable indeed if we could not hold somebody responsible for the throwing of things from verandahs into our streets. In a case where a European lady had slops thrown over her dress, and where all the inmates of the house pretended ignorance of the incident, Magistrate Lindell has decided to hold the householder responsible, and fined her ten dollars. Damage to the lady's dress, and the almost unbearable "moral and intellectual" damage that such an adventure causes, were apparently overlooked.

The *China Mail* has complained of this practice twice within the last six months, and many times before that. It isn't only Chinese who do it, though they are the most numerous and frequent offenders. Banana skins, discs of all kinds, keep coming down upon us in the most reckless way; and we would like the authorities, now that they have decided the responsibility, to impose a few "deterrant" or exemplary penalties, until the present slackness of ignorance is abated. As for the beast who spits from a moving tram, what can be done with him? If ever homicide were justifiable?

The magisterial decision creates, by the way, a new problem for the proprietors of hotels with verandahs abutting on the streets. From at least two of the hotels, and from one boarding-house, we have noticed guests throwing things. As an enraged pedestrian we have turned our eyes up, encountered amused glances from perfect (or rather imperfect) strangers, and hastened to drown the memory of the insolence, for there seemed nothing else to do. It recalls the ancient story current north of Tweed, explaining how the Highland Fling was invented. In the old days of overhanging upper chambers and narrow wynds, they did at least have the decency to call a warning before shooting the bilge. The pedestrian sometimes got a rapid fire of warnings from both sides, and had to step lively. The weird cries with which the modern Fling is associated may be relics of the protests uttered when the dancer miscalculated and "tapped the lot."

FOREIGN MONEY?

Reuter assured us that somebody in London (unnamed) had proof (unspecified) that a "foreign source" (not more particularly indicated) had been providing money to encourage the strikers (which?) at Home. The simple-minded here have now got it that this was more German cunning. It is surprising they didn't attribute these machiavellian endowments of unrest to the Bolsheviks. Perhaps they realized that the Bolsheviks are hard up. Anyway, those artful Germans are credited with the object of countering the advantage which victory gave us over our defeated rivals. We are told that when German found that she couldn't lick the Russians in the field, she secured their downfall by spreading dissension behind the lines. This is "history" made. We thought everybody knew that Germany lost chiefly as a result of licking the Russians so badly. The German troops, already fed up with bullying officers and chagrined by promises and boasts unfulfilled, were tainted with Bolshevism by the Russians. If they hadn't won so completely on their Eastern front, they might still have been fighting on their western one. That is the tritual paradox to the best of our knowledge and belief. "Sowing dissension" was a weapon we used, the Italians very picturesquely, the Russians simply, our own folk rather cleverly. As regards this foreign money among our own strikers, we await more particulars before jumping to conclusions. Even if it is a canard invented to discredit and defeat the strikers we can forgive it, because our relief is so great on finding that the suicide of our homeland is further off than we had anticipated. Probably, however, the reference was to the dubious capitalists connected with the *Daily Herald*, one of the newest Labour organs.

KIPLING'S MISTAKE.

When Rudyard Kipling sang of the blue road to Mandalay, where the flying fishes play, and mentioned that "there ain't no buses running from the Bank to Mandalay," he probably thought he was uttering something so humorously impossible that it would be for ever true.

The telegram today, mentioning the departure of eight passengers in an aeroplane from Paris to Dakar in West Africa, suggests that buses from the Bank to Mandalay are quite within the jurisdiction of possibility. They mount there in Paris, those messieurs. They pay their fares. They sit and behold, France rolls beneath them, and the blue Mediterranean, and the green jungle, and presently, voila! The conductor cries "Dakar," and they get off. Isn't it wonderful? Which of us Victorians would not have jeered at a forecast of it?

OUR CIVIL SERVICE.

It is only the Chinese Civil Servants who have got temporary relief. The white men are still left wondering what, if anything, is going to happen with regard to their applications.

Whatever it is, they should be told quickly. It isn't fair to dilly-dally so with men who are carrying on manfully, shorthanded but loyal, and knowing that their Straits colleagues have had more prompt attention.

LOCAL AND GENERAL.

To-day's dollar is worth 9s. 7d.

Three cases of enteric fever are shown in to-day's return, one British.

Mr. and Mrs. E. J. Neronha left by the "Shinyu Maru" to-day for a holiday in Japan.

A former Hongkong officer, Captain T. E. Bissée, 2nd D.C.L.I. is now Acting Lieut.-Colonel and was recently gazetted to the D.S.O.

A former Chief Ordnance Officer here, Colonel (temp. Brig.-General) W. H. Usher Smith, has been awarded the C.B.E. for services at Salonika.

Captain R. E. Brewster, District Officer R.A. here at the outbreak of war, gets a Brevet majority in the Birthday honours for war services in Egypt.

Capt. W. T. Brooks, 2nd D.C.L.I. is now temporary Lieut.-Colonel. On promotion to Major he is to have the rank of Brevet Lieut.-Colonel for war services.

When Messrs. Elder Dempster & Co. got back the s.s. "Appam" from America, whither she had been taken by a German crew after being captured on the high seas, they changed her name to "Mandingo" and on her first visit to the West Coast under her new guise she caused quite a stir, no one outside the local agents having any knowledge that the Company possessed such a vessel. The mystery was, of course, soon cleared up, though we know of a coast resident who having made a bet, as the vessel dropped anchor in the port, that she was the "Appam," paid out on learning that she was the "Mandingo," and was repaid in the club the same evening when the facts became known. We now learn that Messrs. Elder Dempster have given the vessel her old name—*Syren*.

The final of the Ladies' Singles Lawn Tennis Championship, played at the Country Club, Shanghai, on August 5, ended in an easy victory for Mrs. Brauns over Miss Coutts by two straight sets, (6-1, 6-2).

Major D. Clapham, O.B.E., R.G.A. well known in Hongkong eight years ago for his prowess on the cricket field, has been awarded the D.S.O. for his work on the battle fields of France and Flanders.

One of the "Koylies" most popular officers when the regiment was here, was Captain F.J.G. Agg, the Adjutant. He is now a major in his regiment with the D.S.O. and was recently gazetted to Lt. Colonel for services at Salonika.

Acting Major D.W. Moss, M.C., R.G.A., Singapore Volunteer Corps' Sergeant Major at the outbreak of war, has added to his war honours the D.S.O. He has been commanding the 17th Siege Battery in France.

The death occurred at sea on July 27 of Mr. E. Askelin, chief officer of the s.s. "Shunchong". Mr. Askelin, who was a native of Finland, was second officer of the s.s. "Kiang-kwan", when she was rammed and sunk by the Hippe Government s.s. "Chutsai" and saved himself by swimming ashore. Death was due to heart-failure and enteritis, and he was buried at Shanghai.

Which Japanese steamer will be the first to enter Germany is a question which is of absorbing interest in shipping circles. The Nippon Yusen Kaisha and the Osaka Shosen Kaisha are arranging to open services to Germany. It is said that a Mitsui Bussan Kaisha steamer will take a full cargo of nara timber from the Hokkaido for Germany soon, as well as beans, bean-oil and other foodstuffs.

While swinging off the Hongkew Wharf on August 3, the C.P.O.S. s.s. "Monteagle" lost her starboard anchor in the stream. In spite of the high wind that was blowing and the lack of her anchor, the vessel was turned and neatly laid alongside the wharf. Captain A. J. Hosken, R.N.R., had a rough time of it on this, his first trip in the "Monteagle." We give an account of the "Monteagle's" experiences in the typhoon in yesterday's *China Mail*.

LOCAL AND GENERAL.

Mr. E. S. Little, who is spending the summer at Anchor Bay, Peitaiho, reports that on August 1 a shark 10 or 12 feet long came to within 5 or 6 feet of his diving boat three times within an hour. The shark skirted along the shore where the water was not over five feet deep and then made off to sea.

The "C. C. Post" says.—The cotton merchants in Hankow at a recent meeting decided to stop buying foreign cargo in order to promote the use of native made goods. Each merchant paid Ts. 500 as a guarantee to the Cotton Guild, and if he breaks his word this money will be confiscated.

The Osaka Shosen Kaisha has decided to resume the shipments to Swatow which have been suspended since an anti-Japanese boycott broke out at that port in June last. The suspension was due to the fact that the cargo coolies refused to handle Japanese merchandise, but a favourable arrangement has been made on this point.

The N.Y.K. has decided to increase freights for goods to be landed at Hongkong, in view of the decrease in cargoes due to the boycott. According to this revision, freights for sundries and matches and glass have increased to Y.5 and Y.5. The increase comes into effect with the "Shinga Maru," sailing from Kobe for Calcutta on August 31.

The Blue Funnel steamer "Helenus," which left here recently for Shanghai has seen some very gallant war service under her present commander, having been for the most part employed in carrying troops to the Mother Country and France. During one voyage from New York to Liverpool in October 1918, at the time when the much dreaded "Spanish Flu" was sweeping across France and Great Britain, no less than 28 American soldiers were buried at sea through this epidemic, and from the whole convoy, there were landed in Liverpool 1,200 soldiers suffering from the "Flu."

When Messrs. Elder Dempster & Co. got back the s.s. "Appam" from America, whither she had been taken by a German crew after being captured on the high seas, they changed her name to "Mandingo" and on her first visit to the West Coast under her new guise she caused quite a stir, no one outside the local agents having any knowledge that the Company possessed such a vessel. The mystery was, of course, soon cleared up, though we know of a coast resident who having made a bet, as the vessel dropped anchor in the port, that she was the "Appam," paid out on learning that she was the "Mandingo," and was repaid in the club the same evening when the facts became known. We now learn that Messrs. Elder Dempster have given the vessel her old name—*Syren*.

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One of the "Koylies" most popular officers when the regiment was here, was Captain F.J.G. Agg, the Adjutant. He is now a major in his regiment with the D.S.O. and was recently gazetted to Lt. Colonel for services at Salonika.

Acting Major D.W. Moss, M.C., R.G.A., Singapore Volunteer Corps' Sergeant Major at the outbreak of war, has added to his war honours the D.S.O. He has been commanding the 17th Siege Battery in France.

The P. & O. Company has taken over the interests of the Eastern and Australian Steamship Company, and the change will affect the interests of the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. The Eastern and Australian Steamship Company maintains a service between Australia, China and Japan, and operated four steamers before the war, but the greater portion of the authority of the Freight Conference has hitherto rested with the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. A considerable change in the situation is expected, now that the interests of the Eastern and Australian Steamship Company have been taken by the P. & O.'s standing. Commenting on the transfer of the interests of the Eastern Australian Steamship Company, the Tokyo *Aizchi* says: "If supremacy on the Australian route is given to the P. & O. Company, it is clear that the Japanese merchantmen will gradually lose their influence, their place being taken by British ships. The transfer of the interests of the Eastern Australian Steamship Company should not be regarded in the same light as ordinary amalgamations. The transaction embodies the post-war shipping policy of Great Britain, and is worthy of special notice."

While swinging off the Hongkew Wharf on August 3, the C.P.O.S. s.s. "Monteagle" lost her starboard anchor in the stream. In spite of the high wind that was blowing and the lack of her anchor, the vessel was turned and neatly laid alongside the wharf. Captain A. J. Hosken, R.N.R., had a rough time of it on this, his first trip in the "Monteagle." We give an account of the "Monteagle's" experiences in the typhoon in yesterday's *China Mail*.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic. Diarrhoea. Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be reckoned on board the ship or steamship, to meet all sorts of suffering, and inconvenience if you have it handy. By sale by All Chemists and Stockkeepers.

THE CAPTURED ROBBER CHIEF.

TO BE KEPT IN CUSTODY PENDING EXTRADITION.

Wong Hon, the robber chief who was captured by the local police, was again before Magistrate Lindell yesterday. As already reported in yesterday's *China Mail*, the Assistant Crown Solicitor (Mr. Leo Longhudo) applied for the prisoner's extradition on behalf of the Chinese Government. The prisoner is wanted in Canton for a series of robberies and murders committed by him and his gang of cutthroats.

Yesterday afternoon, the mother of Cheung Chong, one of the two kidnapped youths, stated that robbers led by the prisoner broke into the house, and stole money and clothing valued at \$600. Her son and nephew who were hiding under a bed, were discovered by the robbers while they were ransacking the house, and dragged out. The robbers were armed with revolvers and other weapons while some of them carried torches. After terrorizing the boys, the robbers led them away. Witness saw the boy again three days after the attack on the village.

Cheung Chong, student of Saiping-pun School, stated that he and his cousin were dragged from their house by the robbers and after they had been blindfolded and tied together with a chain, they were led to the robbers' den and kept in the cockpit. On the night of July 10, three days after their capture, his cousin shot the guard and managed to get free by breaking the padlock with the butt end of the pistol. Witness was left behind, and when his cousin's escape was discovered, witness was tied with more chains. When his guard went out of the house however, witness broke loose and escaped to the main road where he met the guard and was recaptured. He was taken back to the cockpit. The chief was then summoned and himself tied witness's wrists together.

Cheung Po, the last witness's cousin, a student of Ellis Kadioria School, said he saw the guard asleep, and taking his revolver from his girdle shot at him but missed. A second shot wounded the guard in the left arm. Witness then jumped down from the cockpit and with the butt end of the revolver broke the padlock and freed himself of the chains. He escaped on to the main road and made his way to the nearest Police Station where he reported the affair and led six policemen to the den where the wounded guard was arrested.

The prisoner denied that he was a robber chief. He said the house in which the boys were kept was his. They were taken there during his absence and when he found them in the cockpit he set them free. His application was turned down by some official or other, the reasons given being:

- That at least 48 hours notice was necessary.
- That two doctors must pass him out of the Navy and two were not conveniently at hand.

Grievously disappointed the engineer informed the Superintendent of the steamship line willing to engage him. As it happened, the Superintendent who was dining out that night, met a Naval official able to get things done and the whole job was fixed up next morning.

Yesterday the marine engineer was "demobbed." To-day he saluted for the North in his new berth.

ALARM! ALARM!

OUR HOUSING TROUBLE AND OUR MILITARISTS.

IS THIS TRUE?

We don't alarm you for the sake of making a sensation, but if the news we have is confirmed, we must all make a united row and get it stopped—if possible.

The news is that the G.O.C. has a telegram from the War Office ordering him to commandeer 70 (seventy) houses for the use of the new military people coming out.

HONGKONG GOVERNMENT SERVICE.

A TEMPORARY INCREASE TO CLERICAL HANDS.

In view of the present high price of living, and the delay in the approval by the Secretary of State, of the report of the Commissioner on Civil Service salaries, of which Sir William Ross Davies was the Chairman, the Government has granted temporary relief to a section of its employees.

A circular has just been issued that, commencing from August 1st, the war allowance of 10 per cent will not be applicable to subordinate officers of the Clerical and General Establishment, provided—

(1) They hold offices ordinarily recruited in the Colony.

(2) They are in receipt of dollar salary, without exchange compensation.

(3) They do not have free quarters or an allowance in lieu of free quarters.

(4) They are not entitled to draw the special allowance of \$2 per month approved on July 2nd.

All officers who come within the above category will receive, instead of a rent allowance of 20 per cent, one-half salaries, to date June August 1st, 1910. The salaries for this purpose revert to the substantive salary of the officer's permanent employment.

This rent allowance is granted in anticipation of the decision that will be made on the question of revision of salaries in order to compensate officers for whom helping is not provided for the additional expense occasioned at the present time by the high rate of rentals paid by the increase in the price of rice.

The general satisfaction with which this circular would have been received has been counterbalanced by a feeling of intense disappointment at the meaning conveyed by the last paragraph of the circular, from which it would appear that a permanent increase of 20 per cent. has been recommended to the Secretary of State by the Government. The cost of living in Hongkong has, in the opinion of many, risen by 40 per cent., and it was confidently expected that the increase would be in the region of 30 per cent. The Malayan Civil Service had increased in the past two years (tolling 15 per cent.) on their salaries and the Ceylon Civil Service just been recommended a general increase of 30 per cent., making 50 per cent. in the past three years.

The salaries of the European Civil Servants remain stationary just as presents some little time ago, Sir William Ross Davies forwarded a telegram Home pressing the need of a temporary increase of salaries, till the Secretary of State has time to deal fully with the report of the Hongkong Commission. It is expected by some that a reply to this telegram will soon be received, granting an 80 per cent. increase to the Civil Service proper.

It is also stated that Sir Reginald Stride is bringing with him Lord Milner's views on the Civil Service Salaries' Commission, and that the new Governor will make a public pronouncement on the increase. The Secretary of State has been pleased to approve, at his first Legislative Council meeting, the impression "in Hongkong is that the report of the Commission recommended an increase of 30 per cent. to the Civil Service, so date from January 1st, 1910.

LOCAL AND GENERAL.

The Indo-China s.s. "Nam Sang" brought a big cargo from Calcutta this morning, 1,260 tons of general for here and 2,431 tons for onward ports. There are 415 Chinese passengers on board.

In connection with two recent suicides at Vladivostok of two Allied officers, one an American and the other a Canadian, when Captain Norbert Morin, of the Canadian Army Medical Corps was asked what he thought about it, he said: "There is probably no place on earth so jammed with contributory causes for morbidity as Vladivostok. It is the waste basket of humanity. Its streets and dwellings are clogged with diseased vermin-infested beings. It is impossible even to enjoy the magnificence of its harbours or the beauty of its sunsets because there is, literally, a mountain of human filth and degradation obstructing the view."

The arrival at Shanghai is expected shortly of Colonel Smallwood, a well-known British aviator, who comes out on the advice of the Peking Syndicate, to be in charge under the Ministry of Communications, of the new Aviation Dept. to be formed by 6 large new Handley Page aeroplanes, which are to carry 10 persons and 10,000 lbs. of freight, now on the road out, to be followed by three professional aviators who will instruct the Chinese to manage these machines. The present Chinese Aviation Dept. has many men partly trained who, it is hoped, will be able to manage the new machines in a few months.

COAL SITUATION IN CHINA.

FACTS AND FIGURES.

China is remarkably rich in coal, and in no province are occurrences of coal unknown. Both bituminous and anthracite are worked, but the latter is more abundant. Both kinds are of excellent quality, the anthracite of Shantung and the bituminous coal of Shantung comparing well with the best of their kind in other parts of the world. Consumption of coal in China is at present small in relation to the population, but as railway facilities are provided production is bound to increase. The demand for coal is already rapidly developing, due to greater industrial activity, and a higher standard of living.

The five northern coal-producing Provinces of Manchuria, Chihli, Shantung, Shensi and Honan yield about 80 per cent. of the total output for China.

Manchurian coal does not come into other provinces of China on account of prohibitive freight rates. In Chihli mines near Chinwangfu produce anthracite which sells at \$14 to \$14 a ton in Tientsin. Estimated cost of production, \$6.50. The Kuan Mining Administration, near Changshan, sells coal in Tientsin at \$7.50 a ton. Cost of production including freighting, about \$12.00. The complainant got angry at this and accused him (witness) of asking for bribe.

Inspector Brazil told the magistrate that this sort of thing was becoming very common. They were getting numerous complaints from hawkers who had been victimised by people of this party here, ridicules the notion.

Mr. Sutherland said he had absolutely not the slightest intimation of it and did not believe any change of their passenger carrying business was intended.

Mr. Smith.—Have plain clothes policemen anything to prove their identity? Yes, your Worship, they carry a whistle which they have to produce when required to do so. The defendant seems to know all about this as he had a police whistle on him at the time of his arrest.

\$20 or 14 days.

IMPERSONATING A CONSTABLE.

A Chinese named Chan Kow pleaded not guilty before Mr. Smith this morning to a charge of impersonating a constable. A licensed hawker giving evidence said he was hawking in Tieu Loong Street as usual when the defendant came up and told him to move on. Witness refused to do so whereupon the defendant asked to see witness' licence. Witness produced it for the defendant's inspection and after seeing it the defendant said to witness "You have to pay tea money for the privilege of putting your stall here." The defendant also instructed the witness to go along the street and collect three cents from every stall. The witness refused to do this and they had words. Just then a *lukong* came up and arrested the defendant.

After the *lukong* had given evidence of arrest, the defendant denied asking for tea money or that he had gone round inspecting hawkers' licences. What really happened was that the complainant was obstructing the road and through the goodness of his heart, witness advised him to move his stall closer to the drain, lest a policeman should come along and make things uncomfortable for him.

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& APCAR LINES**

(COMPANIES INCORPORATED IN ENGLAND)

STRaits & BURMA, Ceylon, India, Persian Gulf,
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South Africa, Red Sea, Egypt, Europe, etc.

SAILINGS FOR:

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	leaves Hong-kong about	Due Marseilles about	Due London about
"NAGOYA" "KRIWA"	28th August 2nd October	28th September 25th November	7th October 4th December

FOR BOMBAY VIA STRAITS AND COLOMBO.

S.S.	leaves Hong-kong about	due Bombay about
"DUNERA"	7th September	28th September

FOR CALCUTTA VIA STRAITS AND RANGOON.

ARRATOON APCAR	2nd Sept.	Due Calcutta 25th Sept.
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FOR SHANGHAI, KOBE AND YOKOHAMA.

S.S.	leaves Hong-kong about	Shanghai & Kobe
"TIOLA"	20th August	

Wireless on all steamers.
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INDO-CHINA STEAM NAVIGATION CO., LTD.
& APCAR LINES.

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Regular Service of Steamers Between Japan, Hongkong, Singapore,
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For JAVA PORTS.

For JAPAN PORTS.
BORNEO MARU on 28th Aug.
BOKUTO MARU on 9th Sept.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP. Monthly direct service via Singapore and Port Said.
AMAZON MARU Thursday, 14th August.
ALTAI MARU Friday, 25th August.

GENOA & BOMBAY. Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

SUEÑOS, AIRES, RIO DE JANEIRO, HANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.

TACOMA MARU Wednesday, 10th September.

BOMBAY, COLOMBO—Regular fortnightly service via Singapore.

KASAD MARU Thursday, 14th August.

BURMA MARU Sunday, 31st August.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

SHISEI MARU Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

LUZON MARU Beginning of October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly services to and from intermediate ports in Japan and the Philippines, in connection with Manila, Makassar and St. Paul Railways.

AFRICA MARU Monday, 18th August.

CANADA MARU Monday, 1st September.

JAPAN PORTS—KOBE.

KEELUNG, TAKAO VIA SWATOW, AMOY.

The steamer will have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the O.H.E. Wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

BOSHU MARU Friday, 15th August, at 3 p.m.

For KEELUNG via SWATOW and AMOY.

AMAKUSA MARU Sunday, 17th August, at 10 a.m.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

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TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

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Sailings and Ports from the Far East to all parts of the World, will be forwarded free on application.

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SHIPPING

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	NO. 811.
SHANGHAI.	SINKIANG.	Aug. 14, at NOON.
PAKHOI & HAIPHONG.	HAIPONG.	Aug. 15, at 9 a.m.
ILIOLO & KOLUMBUGAN.	PAKHOI.	Aug. 15, at 10 a.m.
SHANGHAI.	SUTIANG.	Aug. 17, Daylight.
HOIHOW & SINGAPORE.	LINTAN.	Aug. 17, at 10 a.m.
SHANGHAI.	YINGCHOW.	Aug. 19, Daylight.
SWATOW & BANGKOK.	HUFER.	Aug. 19, at 11 a.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent saloon accommodation in amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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MANILA.	YUNSIANG.	FRIDAY, Aug. 18, at 3 p.m.
KOBE.	NAMSANG.	FRIDAY, Aug. 18, at 5 p.m.
SHANGHAI.	HANGSANG.	SATURDAY, Aug. 18, Daylight.
SANDAKAN.	WUSANG.	TUESDAY, Aug. 19, at Noon.
STRATS & CALCUTTA.	YATSIHNG.	TUESDAY, Aug. 19, at 3 p.m.
MANILA.	LOONGSANG.	FRIDAY, Aug. 22, at 3 p.m.
STRATS & CALCUTTA.	FOOKSANG.	SATURDAY, Aug. 23, at 3 p.m.
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WEDNESDAY, AUGUST 19, 1919.

THE CHINA MAIL.

7

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BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	due Bombay about
DUNERA	7th Sept.	23rd Sept.

FOR CALCUTTA via STRAITS and RANGOON.

ARRATOON APCAR	2nd Sept.	Due Calcutta 25th Sept.
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S.S.	Leave Hongkong about	Shanghai & Kobe
ITOLA	20th August	

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FUSHIMI MARU (Omitting Manila)... Friday, 19th September, at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
INABU MARU Friday, 22nd August, at Noon.
KAMO MARU Friday, 5th September, at Noon.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU Wednesday, 20th August, at 11 a.m.
TANGO MARU Wednesday, 24th September, at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.
BOMBAY & COLOMBO via Singapore.
SHINGO MARU Wednesday, 13th August.
CALCUTTA & RANGOON via Singapore & Penang.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Saturday, 23rd August, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA
KOSOKU MARU Friday, 16th August.
ATSUTA MARU Tuesday, 19th August, at 11 a.m.
BOMPA MARU Thursday, 21st August.
SHIZUOKA MARU Thursday, 4th September, at 11 a.m.
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South Amer. in ports via Cape, etc.).
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WONG PING WA, Manager.

Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 28th August.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 10th September.
San Francisco via Shanghai, Japan &c.	West Conob	Pacific Mail S.S. Co.	On 16th August.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 10th Sept., at Noon.
San Francisco via Shanghai, Japan &c.	China	Chinamail S.S. Co., Ltd.	On 11th September.
San Francisco via Shanghai, Japan &c.	Nanking	The Admiral Line	After 15th August.
Seattle, Tacoma, Victoria & Vancouver	Western Eagle	Osaka Shosen Kaisha	On 28th August.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Nippon Yusen Kaisha	On 2nd Aug., at 11 a.m.
Victoria B.C., & Vancouver via Shih, &c.	Monteagle	Canadian O.S. Ltd.	On 18th August.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Jardine, Matheson & Co., Ltd.	On 29th August.
Kobe	Nansang	Butterfield & Swire	On 13th Aug., at 5 p.m.
Australian Ports via Manila	Aki Maru	Toyo Kisen Kaisha	On 20th Aug., at 11 a.m.
Australian Ports via Japan	Anyo Maru	Gibb, Livingston & Co.	On 1st Sept.
Portland	Tango Maru	The Admiral Line	On 26th Aug., at 11 a.m.
Nagasaki, Kobe & Tokushima	Kosoku Maru	Nippon Yusen Kaisha	About 15th August.
Shanghai, Kobe & Tokushima	Itola	P. & O.B.I. & A.L.	On 23rd Aug., at 11 a.m.
Shanghai and Shih	Tungshing	Jardine, Matheson & Co., Ltd.	On 19th Aug., D'light.
Shanghai	Wosung	Butterfield & Swire	On 19th Aug., D'light.
Straits & Calcutta	Sinkiang	Jardine, Matheson & Co., Ltd.	On 24th Aug., at Noon.
Singapore, Penang & Belawan-Deli	Fookien	Java-China-Japan Lin	On 31st August.
Tarac via Swatow & Amoy	Tanac Maru	Osaka Shosen Kaisha	On 15th Aug., at 9 a.m.
Kedding via Swatow and Amoy	Amakus Maru	Osaka Shosen Kaisha	On 17th Aug., at 10 a.m.
Swatow, Amoy & Foochow	Haihong	Douglas, Stevenson & Co.	On 15th Aug., at 1 p.m.
Manila	Yuensang	Douglas, Stevenson & Co., Ltd.	On 28th Aug.
Bombay & Colombo	Borneo Maru	Osaka Shosen Kaisha	On 31st August.
London and Antwerp	Amazon Maru	Osaka Shosen Kaisha	On 22nd Aug., at Noon.
London via Spore, Pang & Cbo &c.	Inaba Maru	Nippon Yusen Kaisha	On 10th Sept.
Mauritius, Delagoa Bay, Durban	Tacoona Maru	Osaka Shosen Kaisha	

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These Steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS and large comfortable State-rooms (All single and two berths only).

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"ST. ALBANS" Sydney, via Queensland Ports. 2nd Aug., Noon.

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The above steamers have excellent accommodation for First and Second Class Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

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"TAIYUAN" August 22 August 26

These steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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Hongkong, June 18, 1919.

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No. 14, PEDDER STREET, HONGKONG.

DOMINION HOME RULE FOR IRELAND.

(Continued from Page 1.)

5. There is one further consideration we would put before our countrymen in favour of our proposals—a consideration based upon the extreme urgency of a settlement and upon grounds of practical politics. A large and influential body of British opinion, wholly friendly to a liberal settlement, will not press for the immediate setting up of an Irish Parliament while there is a likelihood that it would be bitterly hostile to the British peoples and work for separation. As long as only two voices from Ireland are heard, the one demanding sovereign independence, the other demanding the unthinkable continuance of the existing regime, nothing will be done. It is, therefore, the plain duty of every Irishman who does not believe in either of these extreme policies, but who realises the urgent importance of settling up responsible government in Ireland at the earliest possible moment, to do what he can to let the British Parliament and people know that he desires, and is prepared to support, a form of government which has satisfied our countrymen abroad wherever it has been tried.

6. To do this effectively, those who think with us must have some organisation capable of giving expression to their views. The Irish Dominion League has been formed to meet the needs of the situation by having, first, a clear-cut policy and, secondly, a plan for bringing that policy to fruition.

CONTROL OF INTERNAL GOVERNMENT.

7. Let us, then, be clear as to what we mean by the political status we claim for Ireland. As a self-governing dominion Ireland would cease to be represented at Westminster, but she would be represented, along with the other self-governing dominions, in the League of Nations and in whatever Imperial Conference Council or Parliament may at any time be established. All Irish legislation would be enacted in Ireland. The Irish Parliament, through an Irish Executive responsible to it, would have complete control of all internal government, and would fix, levy, and collect all taxes, including duties of Customs and Excise. It is more than probable that the Irish Parliament would find it to its interest to conclude a Free Trade agreement with the country from which Ireland derives most of the raw materials for her industry, and in whose markets she sells most of her produce and manufactures. The essential thing is that the trade relations between the two islands should be mutually agreed, and not, as heretofore, dictated by the more powerful country. The naval and military defence of the whole of these islands would remain, as now, under a single central control, but no authority other than the Irish Parliament would have power to impose compulsory service upon Irishmen. Ireland would make an agreed contribution to the naval, military, and diplomatic services in money, kind, or both.

8. It has been alleged that the dominion status implies the right to "cut the painter." It implies nothing of the kind. No portion of the British Empire has any constitutional right of secession, and, moreover, such is the virtue of constitutional liberty, no full self-governing dominion has ever claimed such right. It is true, however, that Canada, and possibly Australia, if they desired to secede from their present allegiance, would have the physical ability to do so; other distant dominions, if their peoples really desired separation, might meet with no opposition in the British Parliament. But in the case of self-governing Ireland, even if, as we do not believe possible, a majority were found desirous of sacrificing its dominion status in favour of separation, the demand would be doomed to failure. Not only an important and substantial minority of the Irish people, but practically the entire population of England, Scotland, and Wales genuinely believe that a break in the strategic unity of these islands would involve them in the gravest peril.

THE ULSTER OBSTACLE.

9. There remains the "Ulster difficulty," which competes with the Republican demand as an obstacle to a settlement. Once we are able to show that a body of Irish opinion far more widely representative than that which speaks for the north-east corner is ready to accept, in spirit of hostility to the British peoples—still less to any section of the Irish people—just and reasonable settlement, the whole situation will be changed. Public opinion in Britain and beyond will no longer sanction the interposition by any minority either of a veto which necessarily involves the perpetuation for the whole of Ireland of an intolerable situation or of a denial of the fundamental right of the Irish race to have the unity of their country preserved.

It is worth recalling Mr. Lloyd George's admission in his letter of February 25, 1918, to the chairman of the Irish Convention, that "a single Parliament for a united Ireland" had even then become "an essential of a settlement." It is much more so now.

10. Under a dominion status the rights of minorities can be constitutionally recognised and their wishes respected in a multiplicity of ways. So we appeal to Ulster Unionists to

"GORGEOUS SNOBBERY."

CAMBRIDGE RESENTS CHARGE OF SLOVENLINESS.

In a recent issue, the *Cambridge Review* says:

"It is some seven years ago that we commented in these columns on the general slovenliness in dress on the part of the Cambridge undergraduate, and the present period of recommendation of university life seems to be a suitable moment for a renewal of our protest. With regard to unacademic costume we can do more than sigh, though the apparent disappearance of any form of headgear is a fashion which we trust will not appeal for long to those who come from the better public schools.

"Where, however, academic dress

is in question we have a legitimate ground for complaint. The wearing

of a gown without a cap is a

repulsive practice, and hardly less

unpleasant is the combination of

a tattered gown with a 'battered

square.' It is perfectly feasible for

all college authorities to insist on

academic dress, when worn within

their own walls by native or foreigner,

being decent and correct, and

such offences in the street, by day

as well as night should be dealt with

severely by the proper university

officials. A few fines would soon

dispel the unwholesome notion that

the idleness is the sign of a sport.

The Cambridge correspondent of

the *Daily News* writes:—Cambridge

undergraduates resent very strongly

the suggestion which has been made

that they are slovenly in their dress.

A review drew attention to the mat

ter, but the *New Cambridge*, defends

the undergraduates, and says the imputa

tion is most uncalled for. It also

attacks the review for referring to

the "better public schools," which it

calls "a piece of gorgeous snobbery."

I interviewed the editor of the *New Cambridge*, who pointed out that

members of the University, whether

senior or junior, have always been

somewhat unorthodox in their attire.

"This peculiarity," he says, "has been markedly noticeable amongst the dons. Certain of these gentle

men, amongst them the most ill-

ustrious, have acquired almost world-

wide reputations for their passion

for old, or, at any rate, odd clothing.

Just before the war the University

authorities were somewhat concerned

because the younger undergraduate

was inclined to spend far more than

he could on his tailor.

"The present undergraduates are

not, it is true, spending large sums

of money on clothing, but I am sur

prised that the *Cambridge Review*

should imply that they ought to be

more lavish, as the present is no time

to increase the cost of life at the

University. As for the charge of

slovenliness, undergraduates do not

in many cases wear hats, but why,

in the name of all that is wonderful

should they?"

state with special safeguards their

demand. We should indulge the

hope that when the question is sub

mitted to friendly discussion means

will be found to provide, within the

machinery of a single Parliament,

adequate and acceptable safeguards

for all minorities. But, if our appeal

meets with no response, the Irish

Dominion League will be prepared to

show that the Ulster difficulty can

be met in the Irish constitution as

analogous difficulties have been met

elsewhere within the Empire.

NEED FOR IMMEDIATE SETTLEMENT.

11. In the foregoing we believe that we have expressed with sub

stantial accuracy the opinions of a

large number of thinking Irish men

and women, who are as gravely

alarmed as we are at the present

state and future prospects of our

country, and who realise the urgency

of an immediate settlement. Ireland

will be hopelessly handicapped in the

world-wide struggle of nations for

existence if she has to face the

necessity of adjusting her social and

economic machinery to the conditions

of a new era under a Government

over which her people have no contr

ol, and which has no authority over

them save what it derives from

force. If the silence of those to

whom this invitation is addressed

were due to fear, to apathy, or to an

incurable lack of public spirit, there

would be little hope for Ireland

under any form of government. We

prefer to believe that the failure of

those who sincerely desire some such

settlement as we have sketched to

make themselves heard is due to the

hopelessness of individual action in

national affairs and the absence of

any effective organisation for united

action. Such an organisation we

have sought to provide, and we

appeal to all who are concerned for

the peace, order, and progress of the

Irish nation to join the new League,

giving it their moral and financial

support.

12. The Irish Dominion League is

open to all who, without committing

themselves to the precise details of a

settlement, are in general agreement

with the views above set forth.

FOR A WEAK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and complexion and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets. For Sale By All Chemists and Storekeepers.

BIGANDES OUTSIDE.

Picking up our motor again we

journeyed on still keeping near the hairy river, coming finally to another police post guarding the frontier. Here again was noticeable the same ceaseless vigilance, not merely on behalf of the foreigners in Kowloon 20 miles away, but mainly for the sake of the Chinese farmers and traders in the immediate neighbourhood. People who otherwise would be at the mercy of

HONGKONG'S NEW TERRITORY.

A TRIP BEYOND KOWLOON.

A correspondent sent the following to the *N.Y. Daily News*:

Even in Hongkong it is highly probable that comparatively few people know much of the tract of land lying inland from Kowloon, which has been taken over by the British Government under an agreement with the Chinese authorities for the purpose of affording a better means of protection and defence of the island colony; and doubtless to many in Shanghai the existence of the strip of hinterland is altogether unknown. Yet to those who have time and opportunity to pay a visit to what is known as the New Territory, there is before them a real object lesson in the gradual converting of a piece of country at one time wild and lawless into a peaceful, law-abiding place.

ORDERLINESS FIRST OF ALL.

We left Kowloon by the morning train en route for Sheungshui, the last station in British territory of the Canton-Kowloon Railway. The first thing that attracted the attention of one who has for some years been accustomed to lines run under Chinese management was the orderly manner in which everything was carried out.

There was no yelling mob of coolies on the platform, no rush of excited passengers on a wild scramble for seats, no gang of Chinese soldiers travelling without tickets and yet appropriating the best compartments.

The carriages were kept clean and in good repair, and there was an atmosphere of orderliness about the whole of the arrangements.

On board the train we found ourselves in the company of a few score of British soldiers off on a day's picnic, and the pleasure of travelling with these men, many of them well-educated and highly-cultured, can only be fully appreciated by anyone who has had the misfortune to go on a journey in the company of a batch of Chinese troops with swelled heads, and uncultivated intellects.

One was also struck by the apparent readiness and docility with which the native travellers kept the rules and regulations, showing that even the Chinese public can be made to realize that rules are not laid down merely for the purpose of being broken.

THE WISDOM OF ROAD-BUILDING.

After a 20-mile journey by rail over a track in the construction of which, judging by the number of tunnels and deep cuttings, great engineering difficulties had been overcome, we arrived at Sheungshui station. Here we found a motor bus which plies between this place and the surrounding villages, and soon a crowd, consisting mainly of Chinese, had clambered aboard the vehicle, and were soon skimming along a wide well-made road. The highways in this part are certainly a tribute to British rule. Apparently the British follow the example of the Romans, and when they take over a new piece of country one of the first things they do is to take in hand the construction of good main roads, and certainly the authorities have not been slow to act in this case.

What a change from a few years ago when the only means of communication were narrow tracks alongside paddy fields, and when the only means of conveyance were the chair or wheelbarrow. Now-a-days motor buses, motor wagons and lorries traverse these new roads, which are constantly being repaired and improved.

After a

WEDNESDAY, AUGUST 18, 1919.

THE CHINA MAIL.

NO FLOGGINGS.

ARTISANS OBTAIN PARDON
FOR SCHOOLEBOYS.

There has been a happier sequel than was expected to the "rag" at Cheltenham College. The aircraft workers there had extracted a promise from the headmaster that one of their number should witness the flogging of the ringleaders of the collegians who had vented their anger upon the person and property of the former baths attendant, owing to whose conduct they had, in their opinion, been deprived of the use of the college swimming baths during the recent sultry weather.

The boys selected for punishment were chosen by lot, and at the appointed hour the chairman of the aircraft workers' deputation attended at the college to see the sentence duly carried out. Much to the boys' astonishment, however, he said they had no desire for revenge, and no wish to humiliate the college in demanding justice for their workmates, and in the hope that it would teach them that artisans could be gentlemen he asked that the flogging should not take place.

His request was, of course, promptly granted, and the interview ended in applause and handshakings.

This unexpected issue has allayed a bitter controversy that had arisen in the town as to the merits of the dispute.

BRITISH-BUILT AIR LINER.

The Daily Telegraph of recent date gives a description of the new passenger air liner recently constructed at Filton, England, by a Bristol company. This airplane has a seating capacity for 14 passengers in addition to the necessary staff; on its trial trip it carried 12 passengers, pilot and assistant, and attained an altitude of 6,200 feet in 7½ minutes with an air speed of 125 miles an hour. The passenger saloon is scientifically ventilated to avoid drafts, and straps are not needed for passengers, as on this class of machine rolling and pitching are scarcely noticeable. The machine measures 20½ feet high and from tip to tip measures 81½ feet. It weighs 16,500 pounds, the power being sufficient to lift this load to a height of at least three miles and at 10,000 feet to give the airplane a speed of 113 miles an hour. The engine houses are built on the middle of the three pairs of wings; on each side, there are two 410 horse-power engines, the total power being 1,640 horse-power. Flight can be maintained by any two of the four engines should the others break down.

TO KEEP WELL IN THE HEAT

daily regularity is of the first importance, and to assure this Pinkettes are perfect.

PINKETTES

dispel constipation, regulate the liver, cure bilious attacks, fits, headache, bad breath, colic, grippe, clear the skin of pimples and blemishes. Of chemists, or your free, & get this the visit from the Dr. Williams' Medicine Co., 96 Suzhouk Road, Shanghai.

HONGKONG STOCK EXCHANGE.

HONGKONG, 13th AUGUST, 1919.
OFFICIAL QUOTATIONS.

	11 A.M.
BANKS	
Hongkong Bank	... \$670.
MARINE INSURANCE	
Canton Ins.	... \$430.
North China Ins.	... T. 220.
Union Ins.	... \$215.
Yantze Ins.	... \$230.
FAR EASTERS	... T. 18.
SHIPMENTS	
China Fire Ins.	... \$135.
Hongkong Fire Ins.	... \$340.
SHIPPING	
Donglaes	... \$86.
H.K. Steamboats	... \$24.
Indo-China (Pref.)	... \$22.
Do. (Def.)	... \$190.
Shell Transports	... 185.
Star Ferries	... \$34.
RAILWAYS	
China Sugars	... \$134.
Malabon Sugars	... \$46.
Mines	
Kai Lan Mining Adm.	... 60.
Langsat	... T. 19.
Shanghai Leads	
Shai Explorations	
Raubi	... 440.
Tromb Mine	... 448.
Ural Carpian	... 45.
DOUGS, WHARFS, GODOWNS, ETC.	
H. & K. Wharfs	... 98.
H. & W. Docks	... 158.
New Engineering	... T. 26.
LANDS, HOUSES & BUILDINGS	
Central Estates	... \$110.
Hongkong Hotels	... \$124.
Hongkong Lands	... \$194.
Humphreys	... 88.
Kowloon Lands	... \$43.
Land Medications	... \$175.
West Points	... \$94.
COTTONS	
Two Cottons	... T. 310.
Bunk Yiks	... T. 220.
Leung King Mows	... T. 277.
Oriental	... T. 118.
Shanghai Cottons	... T. 205.
Yangtzeop	... T. 15.
MISCELLANEOUS	
Cements	... \$84.
China Borees Old	... \$13.
China Lights Old	... \$5.50 & New 2.
China-Provident	... 5.
Dairy Farms	... \$30.
H.K. Electric	... \$81.
Macao Do.	... \$34.
Hongkong Ropes	... \$33.
H.K. Tramways (OH)	... \$72.
Peak Tramways (OH)	... \$72.
Post (New)	... \$8.
Steam Landries	... \$42.
H.K. Steel Foundry	... \$12.
Water-boats	... \$10.
Watson	... \$10.
Powells	... \$12.
Wisemans	... \$20.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by All Chemists and Storekeepers.

MUMEVA.

Japanese Photographers.

All kinds of Photographic Work done in latest style also Passport Photo.

Developing and Printing for Amateurs a Specialty.

No. 84, Queen's Road Central.

Tel. 254.

Pennsylvania VACUUM CUP 6000 MILE CORD TIRES

PENNSYLVANIA Vacuum Cup Cord Tires are introduced to tire buyers and the trade as representative of the high ideals and quality standards governing their production.

Though they have been manufactured for more than a year, public announcement was deferred until they had reached that high degree of perfection and had met the many rigid service tests all new Pennsylvania products must respond to before they are put upon the market.

Pennsylvania Vacuum Cup Cord Tires are constructed of the highest quality material, under the most careful, constant inspection.

SPECIAL PRICES.

FOR MONTH OF AUGUST ONLY, ON SIZES AVAILABLE FROM STOCK IN HONGKONG.

Chinker.	Price Each.
30" x 3"	... 30.
31" x 4"	... 30.
Straight Side.	... 30.
32" x 3"	... 36.
33" x 4"	... 36.
Lead discount - 2 days 5%, 30 days Net.	... 25.

MAKERS ALSO OF PENNSYLVANIA AUTO TIRES. Tires Tested.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

Telephone 114.

Sole Agents in South China

BANKS.

Banking Service with AMERICA
— direct and personal

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer direct banking service—without intermediary dealings, or unnecessary delays.

Equally important is our personal service. Every transaction is followed through, both here and in America, by our own representatives with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—New York.

Other branches in

SHANGHAI—HANKOW—PEKING—TIENTSIN
Asia Banking Corporation
HONGKONG.

[STOCKHOLDING BANKS]

Anglo and London, Paris National Bank, San Francisco
Bankers Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington.

EXCHANGE.

Hongkong, August 13, 1919.

On London—
Bank, Wire ... \$61.
Bank, Demand ... \$61.
Dairy Farms ... \$30.
H.K. Electric ... \$81.
Macao Do. ... \$34.
Hongkong Ropes ... \$33.
H.K. Tramways (OH) ... \$72.
Peak Tramways (OH) ... \$72.
On Paris—
On demand ... \$33.
On New York—
On demand ... \$12.
On London—
On demand ... \$102.
On Manila—
On demand ... \$170.
On Shanghai—
On demand ... \$102.
On demand ... \$102.
On Yokohama—
On demand ... \$183.
Gold Leaf, 100 fine (per tael) ... \$6.40.
Silver (per oz.) ... \$1.20.
Bar Silver in Hongkong ... 25 p.m.
Chinese Copper Cash ... 5 1/2 p.m.
Chinese Copper Cents ... 7 1/2 p.m.
Rates of Native Interest ... 7 1/2 p.m.
Chinese Sub-Coin ... 7 1/2 p.m.

Hongkong, August 13, 1919.

On London—
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Bank, Demand ... \$61.
Dairy Farms ... \$30.
H.K. Electric ... \$81.
Macao Do. ... \$34.
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Rates of Native Interest ... 7 1/2 p.m.
Chinese Sub-Coin ... 7 1/2 p.m.

Hongkong, July 7, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: 6 Des Voeux Road, Central.
Hankow Branch: Kasdan Concession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current Savings, and Fixed Deposits bear Interest at Rates 2% to 5% respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. USANG LY, Manager.

Hongkong, July 7, 1919.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: 15 Queen's Road, Central.

Chairman of Board of Directors, Lai Shiu Cheen, Esq.

General Banking and Exchange business transacted.

Current Accounts opened and Fixed Deposits received on application.

The Bank also conducts a Savings Department.

LUT BOAN, Chief Manager.

Hongkong, April 8, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up — \$1,250,000.)

Interest allowed on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for home exchange.

M. ROUET DE JOURNE, Manager.

Hongkong, Feb. 25, 1919.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. ... 8.00 a.m. ... Every 15 minutes.
8.00 a.m. ... 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.

8.00 p.m. ... 9.00 p.m. ... 9.30 p.m.

9.30 p.m. to 11.30 p.m. ... Every 30 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 11.00 p.m. ... Every 15 minutes.

TONNAGE FOR RICE

JAPAN PROPOSES DEAL TO SECURE
RANGOON RICE.

It is reported that the Japanese authorities have approached the British Government with a request to supply Japan with Rangoon rice in return for placing Japanese shipping at the disposal of Great Britain. There has not yet been a favourable agreement, but this is denied by a high official in the Department of Agriculture and Commerce. He admits, however, that such a proposal has been made to Great Britain, but says that there are certain circumstances which render it rather difficult to come to a favourable decision.

It seems that the Japanese authorities some time ago were informed that there was an excess of 30,000 or 700,000 tons of rice in Rangoon, and they asked the British Government to supply a part of it to Japan. The British Government could not, however, meet the Japanese request, as the Rangoon rice was required by Singapore, the Straits Settlements, and various places in India. They have, however, asked for a time.

A considerable amount of tonnage is required for the transport of Rangoon rice to India and other places, but in the present state of affairs it is difficult for Great Britain to provide the necessary tonnage. It is said the certain interests entitle the government of the Japanese authorities to the possibility of the British Government agreeing to supply Japan with a part of the Rangoon rice if the offered tonnage required. After making various investigations bearing on the matter, it is seen that the Japanese authorities desired to act on the suggestion, and it is reported that they have opened formal negotiations with the British Government.

As to the prospect for the outcome of the negotiations, there seems to be much difference of opinion even among the officials here. A certain member of the Cabinet is reported as having said that Japan's proposal is likely to be successful, while another member takes the view that there are nine chances in ten that it will fail.

IMPORTANT SHIPPING QUESTION.

The proposal of the Japanese Government to offer some tonnage to Great Britain in return for a supply of Rangoon rice has an important bearing on the shipping market, and is watched with much interest. In this connection a high official of the Nippon Yosan Kai said: "If the proposal is true, we shall receive some information from the Government sooner or later to see if we have heard nothing. The proposal may be a good means of making good the deficit in the supply of Japanese rice, but we wonder how the tonnage to be offered to Great Britain can be obtained. At present there are brisk shipments on all ocean routes. On the European run all the vessels are covered by advance contracts up to October for the outward voyage from Japan. In these circumstances it will be impossible to suspend private shipments in order to make room for the shipment of Rangoon rice on behalf of Great Britain. It may be suggested that extra steamers be provided, but it will be difficult to obtain the requisite amount of tonnage in view of the present scarcity of large vessels. The question will, however, be different, if it is proposed to charter Japanese ships, as was done by America last year. In this case Japanese shipowners will agree to offer their tonnage if sufficient charter rates are paid."

SHIPPING PERSONALIA.

Mr. E. P. Kirby, chief officer, "Wuchang," is on special service.

Mr. F. A. Lovegrove, from reserve, has gone chief officer, "Wuchang."

Mr. J. Byrne, from reserve, has gone second officer, "Kweilin."

Mr. F. J. Thornhill, acting second officer, "Kweilin," is on reserve.

Mr. W. T. Henderson, third engineer, "Chusan," has gone third engineer, "Shantung."

Mr. H. S. Hurley, chief officer, "Wuchang," is on reserve.

Mr. H. C. Atkinson, chief officer, "Kiangnan," has gone chief officer, "Weisling."

Mr. R. Davison, second officer, "Choyang," has gone supernumerary second officer, "Tungting."

Mr. John T. R. Milne, acting second engineer, "Hwan Lee," has gone third engineer, "Yusang."

Mr. R. Martin, third engineer, "Yusang," is on reserve.

Mr. A. Edwards, has been appointed second officer, "Kiangnan."

Mr. Bagranoff has been appointed second engineer, "Haean."

Mr. A. Dernon has been appointed third engineer, "Haean."

Mr. Strand has been appointed second engineer, "Feiching."

Mr. J. V. Xavier has been appointed third engineer, "Feiching."

Mr. L. C. McArthur, chief engineer, "Anian," is on leave.

Mr. G. Butchart, chief engineer, has gone chief engineer, "Tungshing."

Shipping and Engineering.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. ATSUTA MARU, left London July 13 and is due here via Suez August 19.
The s.s. TITAN, due here August 25 and calls for Shanghai and Japan August 26.
The s.s. KEMUN, due here August 28 and leaves for Shanghai and Japan August 29.
The s.s. SHIDZUOKA MARU, left London July 23 and is due here via Suez September 2.
The s.s. KAGA MARU, leaves London Aug. 6 and is due to arrive here via Suez September 1.
The s.s. YOKOHAMA MARU, leaves London Aug. 10 and is due here via Suez Sept. 30.
The s.s. IXION, due here September 4 and leaves for Shanghai and Taku September 5.
The s.s. KHIV, left London August 1 and is due here via Colombo, Penang and Singapore September 14, and leaves for Shanghai and Japan ports September 15.
The s.s. PELEUS, due here September 17 and sails for Shanghai and Japan September 18.
The s.s. LYCAON, due here September 21 and sails for Shanghai and Japan September 22.
The s.s. TELEMACHUS, due here September 24 and sails for Shanghai and Japan September 25.
The s.s. MISTER, due here September 28 and sails for Shanghai and Japan September 29.

The s.s. REBES, due here October 6 and sails for Japan October 7.
The s.s. TEUCHER, due here October 18 and sails for Shanghai and Japan October 17.

FROM SHANGHAI.

The s.s. NANKING, left Shanghai August 11 and is due here August 14.
The s.s. SHIN-YO MARU, left Shanghai August 10 and is due here August 14.
The s.s. WESTERN KNIGHT, left Shanghai July 23 and is due here via Manil August 15.
The s.s. TERESIAS, leaves Shanghai August 14 and is due here August 15.
The s.s. AGAPENOR, leaves Shanghai August 20 and is due here on or about August 23.
The s.s. AXIA, leaves Shanghai August 24 and is due here August 25.
The s.s. PYREHUS, leaves Shanghai August 25 and is due here September 1.
The s.s. ELEPENOR, leaves Shanghai September 11 and is due here September 15.

FROM JAPAN.

The s.s. ATREUS, leaves Yokohama August 2 and is due here August 15.
The s.s. TOTOMI MARU, left Moji August 10 and is due here August 15.
The s.s. ELDRIDGE, left Kobe August 1 and is due here via Moji and Shanghai August 16.

The s.s. TERESIAS, leaves Yokohama August 2 and is due here August 15.
The s.s. MAGOTA, leaves Yokohama August 9 and is due here August 15.
The s.s. INABA MARU, leaves Yokohama August 3 and is due here Aug. 23.
The s.s. ANYO MARU, due here from Moji August 31 and leaves for South America September 10.

The s.s. SEIYO MARU, due here from Moji October 24 and leaves for South America November 4.

The s.s. KAMO MARU, leaves Yokohama August 22 and is due here Sept. 5.

The s.s. IYO MARU, leaves Yokohama Sept. 5 and is due here Sept. 18.

The s.s. ATSUTA MARU, leaves Yokohama Sept. 19 and is due here October 3.

The s.s. SHIDZUOKA MARU, leaves Yokohama October 3 and is due here October 17.

The s.s. EAGA MARU, leaves Yokohama October 17 and is due here Oct. 31.

The s.s. YOKOHAMA MARU, leaves Yokohama October 31 and is due here November 14.

The s.s. TAMBA MARU, leaves Yokohama Nov. 14 and is due here via Kobe, Moji and Shanghai November 23.

The s.s. PYREHUS, leaves Yokohama August 10 and is due here September 1.

The s.s. ORESTES, due here from Japan Ports and Shanghai September 9 and sails for Europe September 10.

The s.s. ANTILLOCHEUS, leaves Yokohama August 30 and is due here September 15.

The s.s. ARATTOON APCAE, leaves Kobe August 19 and is due here via Moji August 26 en route for Calcutta via Singapore, Penang and Rangoon.

The s.s. LAOMEDON, leaves Yokohama September 13 and is due here September 23.

The s.s. KHIVA, leaves Yokohama Oct. 1 and is due here via Kobe, Moji, Shanghai and Foochow October 13.

FROM JAVA.

The s.s. BORNEO MARU, due here from Java ports August 28 and leaves for Japan ports August 31.

The s.s. BOKUTO MARU, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM SINGAPORE.

The s.s. GABILONZ, left Singapore August 1 and is due here August 17.

The s.s. EMERELLIN, left Singapore August 10 and is due here August 17.

The s.s. KOSOKU MARU, left Singapore August 7 and is due here August 14.

FROM CALCUTTA.

The s.s. BOMBAY MARU, left Calcutta July 31 and is due here via Rangoon and Singapore August 30.

FROM MANILA.

The s.s. CYCLOPS, leaves Manila Sept. 23 and is due here September 24.

FROM AUSTRALIA.

The s.s. TANGO MARU, left Sydney August 1 and is due here via Australian ports and Manila August 29.

The s.s. NIKKEI MARU, left Melbourne August 21 and is due here via New Zealand August 24.

Shipping and Engineering.

NOTICES.



Arnhold Brothers & Co., Ltd.,

Import

Shipping

Export

Engineering

HEAD OFFICE—SHANGHAI
BRANCHES—HANKOW, CHUNGKING, CHINKIANG,
HONGKONG AND CANTON.
AGENCIES—LONDON AND NEW YORK.

UNIVERSAL IMPORT & EXPORT CO.

GENERAL COMMISSION AGENTS.

P. O. Box 348.
TELEGRAPHIC ADDRESS—
"UNIMPENCOY—HONGKONG."
CODES USED—A. B. C. 5TH EDITION, A. Z. FRENCH EDITION.
HOTEL MANSIONS, Top Floor, Hongkong.

行 洋 葵 營

THE FAR EAST BUILDING CO.

CONTRACTORS AND BUILDERS.

REINFORCED CONCRETE SPECIALISTS.

DEALERS IN BUILDING MATERIALS AND ALL SANITARY FITTINGS, ENAMEL & PORCELAIN.

EVERY DESCRIPTION OF CONSTRUCTIONAL WORK UNDERTAKEN.

OFFICE and SHOWROOM: 8 Beaconsfield Arcade,
(Opposite City Hall).
Telephone 3082.

M. Y. SAN & Co., Ltd.

MANUFACTURERS OF "BEE BRAND"
BISCUITS & CANDIES



HEAD OFFICE: Nos. 99-100, Queen's Road, Central, Hongkong.

FACTORY: Nos. 141-145, Wan Chai Road, Hongkong.

Branches at Manila, Singapore, Shanghai and Canton, China.

LA FAVORITE.

S BEACONSFIELD ARCADE

LADIES' DRESSES,

EVENING DRESSES,

AFTERNOON GOWNS,

GOLF KITS & DRESSES

For all Occasions.

Parisian Cutting is our Specialty. Parisian Styles.

MOVEMENTS OF STEAMERS.

The P. & O. B.I. & A.L. s.s. Gabion left Singapore for this Port on the 11th instant, and is due here on the 17th instant in the afternoon.

The T.K.K. s.s. Perseus Mars arrived at Yokohama August 10th and will sail August 13th as per schedule, being due at Hongkong August 21st.

The C.M.S. Co.'s s.s. China sailed from San Francisco on August 4th for the Orient, in accordance with schedule.

The C.M.S. Co.'s s.s. Wanding sailed from Shanghai August 11 afternoon and may be expected to arrive in Hongkong on Thursday morning early.

The C.P.O.S. Co.'s R.M.S. Empress of Japan left Nagasaki on August 11 and is due at Shanghai August 12.

The C.P.O.S. Co.'s R.M.S. Empress of Russia sailed from Hongkong on July 10, and arrived at Vancouver on August 29.

The C.P.O.S. Co.'s s.s. Wanding sailed from Shanghai August 11 afternoon and may be expected to arrive in Hongkong on Thursday morning early.

The C.P.O.S. Co.'s R.M.S. Empress of Asia arrived at Shanghai on Saturday, August 9, a.m. and left there on Sunday, August 10, a.m. and is due here on Monday, August 11, a.m.

The N.Y.K. s.s. Shiono Maru (Bombay Line) left Shanghai for this port on the 10th instant and is due here on the 17th instant at daylight.

The C.P.O.S. Co.'s R.M.S. Empress of Asia arrived at Shanghai on Saturday, August 9, a.m. and left there on Sunday, August 10, a.m. and is due here on Monday, August 11, a.m.

The N.Y.K. s.s. Tottori Maru (Bombay Line) left Moji for this port on the 10th August, and is expected here on the 15th August.

The N.Y.K. s.s. Tottori Maru (Bombay Line) left Moji for this port on the 10th August, and is expected here on the 15th August.

The N.Y.K. s.s. Kuroko Maru (Bombay Line) left Singapore for this port on the 10th August, and is expected here on the 14th August.

The N.Y.K. s.s. Kuroko Maru (Bombay Line) left Singapore for this port on the 10th August, and is expected here on the 14th August.

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